

Blaine County

Capital Improvements Plan 2017 Update

September 1, 2017

Prepared by: Great West Engineering, Inc.
Reviewed by: Blaine County Commissioners

Prepared for: Board of Blaine County Commissioners
420 Ohio Street
P.O. Box 278
Chinook, Montana 59523

Adopted by Resolution: September 25, 2017



**RESOLUTION #2017-07
TO ADOPT A CAPITAL IMPROVEMENT PLAN**

WHEREAS, Blaine County understands the need for planning efforts;

WHEREAS, the County, through this effort, has developed the Blaine County Capital Improvement Plan;

WHEREAS, the adoption of this Plan does not obligate the County to complete the noted items but provides a planning tool;

WHEREAS, the County Commission had an informational booth at the Blaine County Fair from July 12-16, 2017. The booth had several large posters showing the County's proposed priorities for infrastructure and equipment. Residents were able to mark the posters to identify those improvements that were the highest priority to them;

WHEREAS, the Commission hosted two open houses meant to provide residents with more information about the planning process and to gather their ideas and comments. The open houses were held in Harlem and Turner and Monday, July 17th and July 18th respectively;

WHEREAS, the Commission held a public hearing on August 3, 2017 at the Blaine County Courthouse. The draft capital improvements plan was presented to the Commission and they went through the document section by section with those members of the public who attended the hearing;

NOW, THEREFORE, BE IT HEREBY RESOLVED that:

The Blaine County Capital Improvement Plans previously adopted are hereby repealed in their entirety; and

IT IS FURTHER RESOLVED that the **Blaine County Capital Improvement Plan** dated September 2017 are hereby adopted.

ADOPTED: this the 25th day of September, 2017 as moved by Commissioner Plumage, seconded by Commissioner DePriest, and passed on a 2 to 0 vote. Effective upon passage and approval.

Frank DePriest
Frank DePriest, Chairman

Dolores Plumage
Dolores Plumage, Commissioner

absent
Charles Kulbeck, Commissioner

Attest:

Sandra L. Boardman
by Jimmy Williams, Deputy
Sandra L. Boardman, Clerk & Recorder



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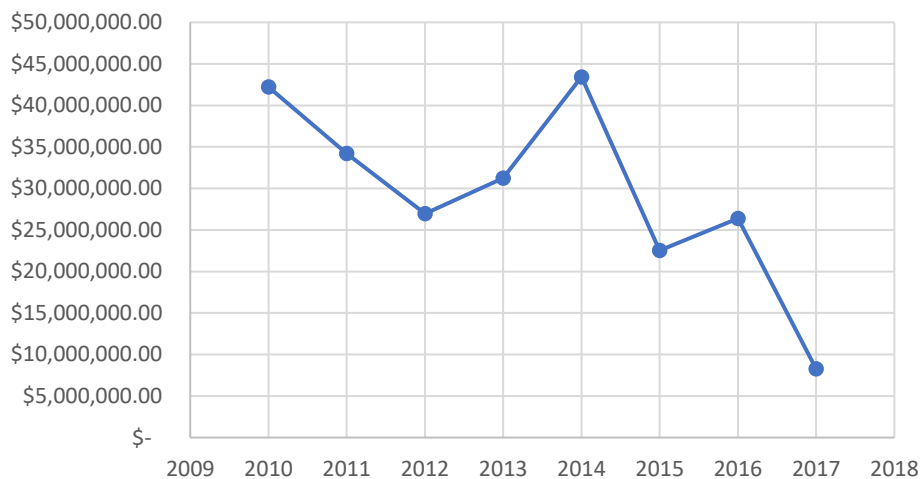
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EXECUTIVE SUMMARY

Blaine County is in a transitional period. While the overall population of the County continues to decline, the Native American population continues to grow. This growth has increased the need for housing, employment, and other services. Tribal and County entities are interacting in various types of services that may require memorandums of agreement/understanding to satisfy jurisdictional issues. Depending on the types of services, and the types of funding available and eligibility criteria, it is necessary for governmental entities to communicate and come to a workable solution for all of its citizens.

The County Commission values the input provided by each County department with regards to their lists of important needs. This information will be invaluable for planning and prioritizing the capital improvements that the County pursues. However, due to the County's budgetary constraints, it is important for County personnel and County residents to note that Blaine County faces significant financial challenges. This is particularly true when viewed in the context of national and state budget conversations and how they affect the County's overall budget. The following table illustrates the uncertain nature of federal funding for local services. Since 2010 Blaine County has experienced a 75% decrease in the amount of federal expenditures (contracts, grants, loan, & other assistance). From fiscal year 2010 to 2016 the federal government allocated on average \$32.4 million to Blaine County and other agencies.

Federal Expenditures in Blaine Co.



Source: www.usaspending.gov

In fiscal year 2017, federal allocations dropped to \$8.2 million. In addition to the decline in federal funding, Blaine County has also experienced a dramatic drop in, gas and oil revenues. Despite these challenges, the County has been able to maintain a functional, yet conservative budget through increased property taxes and the contribution of PILT dollars from the federal budget, but increasing taxes is not a long-term option for the County and the future of the PILT program is uncertain. Despite the issues mentioned on the previous page, a core responsibility of the Blaine County Commission is the preservation, maintenance, and improvement of the County's capital assets. Everything the County does – from providing services to residents and businesses, to equipping

employees to effectively perform their jobs – requires the existence of certain basic physical assets. These assets include items such as roads and bridges, parks, buildings, vehicles, large equipment and information technology. These items must be purchased, maintained and replaced on a timely basis or their usefulness in providing public services will diminish. The County's five-year Capital Improvement Program and annual budget are developed to ensure adequate capital investment in these assets.

This Capital Improvement Plan (CIP) is primarily a planning document. It is meant to be updated annually, and is subject to change as the needs of the County become more defined. Used effectively, the capital improvement planning process provides advance project identification, evaluation, scope definition, design, public discussion, cost estimating, and financial planning. Capital planning helps ensure that the County is positioned to:

- preserve and improve its basic infrastructure through construction, rehabilitation and maintenance;
- maximize the useful life of capital investments by scheduling major renovation, rehabilitation, or replacement at the appropriate time in the life-cycle of the facility or equipment;
- identify and examine current and future infrastructure needs and establish priorities among projects so that available resources are used to the community's best advantage; and
- improve financial planning by balancing needs and resources and identifying potential fiscal implications.

While much of the County's budget and financial planning efforts are by necessity focused on one or at most two year intervals, capital planning helps to focus attention on the County's long-term objectives and financial capacity, and the balance between operating and capital needs. The County is often faced with the option of reducing its capital plan in order to balance the operating budget. Having a formal and accepted plan helps to maintain a consistent level of spending for capital needs, barring extraordinary circumstances. Individual projects are evaluated against long-term objectives and in relationship to each other. This evaluation resulted in the following table which outlines the highest capital improvement priorities for Blaine County as determined by the County Commission.

Table 1 - Highest County Priorities

Type of Project	Project Name	Recommended Improvements	Completion	Cost
Road	Hogeland Road	Crack seal and patch	2018 to 2020	\$478,000
Road	Zurich Road	Crack seal and patch	2018 to 2020	\$121,000
Road	Stephens Road	Patch and drainage	2018 to 2020	\$81,000
Road	Savoy Rd	Blade, gravel and drainage	2018 to 2020	\$331,000
Road	Cherry Ridge Rd	Blade and gravel	2018 to 2020	\$520,000
Road	Farnum Rd	Blade, gravel and drainage	2018 to 2020	\$48,000
Road	Ekegren Rd	Blade, gravel and drainage	2018 to 2020	\$163,500
Road	Merrill Rd	Blade, gravel and drainage	2018 to 2020	\$120,000
Bridge	Highland Road	Install Box Culvert	2020	\$244,000
Bridge	Ekegren Road	Replace Bridge	2020	\$570,000
Building	Courthouse Annex	Fire Alarm Upgrades	2018	\$5,000
Building	Fairgrounds	Grandstands - re-decking a portion. Cost will vary dependent on amount of decking replaced	2019	\$25,000 to \$200,000

Type of Project	Project Name	Recommended Improvements	Completion	Cost
Building	Chinook Library	New ADA accessible bathrooms within existing Building. Repair and resurface parking lot. Repair cracks in foundation and on interior floors	2020	\$31,000
Building	Fairgrounds	Events Center - fix sewer line	2018	\$6,000
Building	Harlem Library	Automatic double entry doors for ADA compliance	2020	\$4,000
Building	Harlem Library	New sidewalks that slope away from doors (drainage issue)	2020	\$2,500
Building	Road Department	Repair roof of storage building at the Road Department Shop	2019	\$15,000
Building	Weed Department	Install bathroom, shower and washroom in Quonset hut	2019	\$15,000
Equipment	Chinook Ambulance	Lucas 2 CPR Machine	2018	\$15,000
Equipment	Road Department	Gravel crushing	2018	\$100,000
Equipment	Road Department	Road patrols (2)	2018	\$200,000
Equipment	Road Department	Bridge flatbed	2018	\$80,000
Equipment	Treasurer's Office	Pressure Sealer	2018	\$5,000
Equipment	Disaster & Emergency Services	NexGen911 data preparation	2020	\$100,000
Equipment	Disaster & Emergency Services	Annual updating of County GIS data	2020	\$2,500

INTRODUCTION

Blaine County is located in north-central Montana and is the 9th largest county in the state by land area and contains over 4,200 square miles. Landownership in the County is comprised of private lands, State of Montana, federal lands and tribal lands. There are 2,712,543 total acres in the County.

Land Ownership in the County (Acres)		
Private Ownership	1,540,680	56.8%
Federal Lands	462,809	17.0%
State of Montana	183,202	6.8%
Fort Belknap Reservation	525,566	19.4%
City-County	286	0.0%

The three main industries employ County residents. They are non-service (farming/construction/manufacturing); services related (i.e. retail trade, transportation, health care, accommodations and food service) and government (local, state and federal). Based on data from the Bureau of Economic Analysis (BEA) at the U.S. Department of Commerce, in 2015 the breakdown of employment in Blaine County by broad industry was as follows:

- Non-service jobs (farm/construction etc.): 781
- Services (retail/healthcare/professional): 1,052
- Government: 684

Contrary to national trends, the number of service jobs in the County declined slightly between 2001 and 2015. Also, employment in the government sector saw a dramatic decline since 2001. In 2001, there were 829 government related jobs in the County, and by 2015 those were reduced to 684, with a 17 percent decrease.

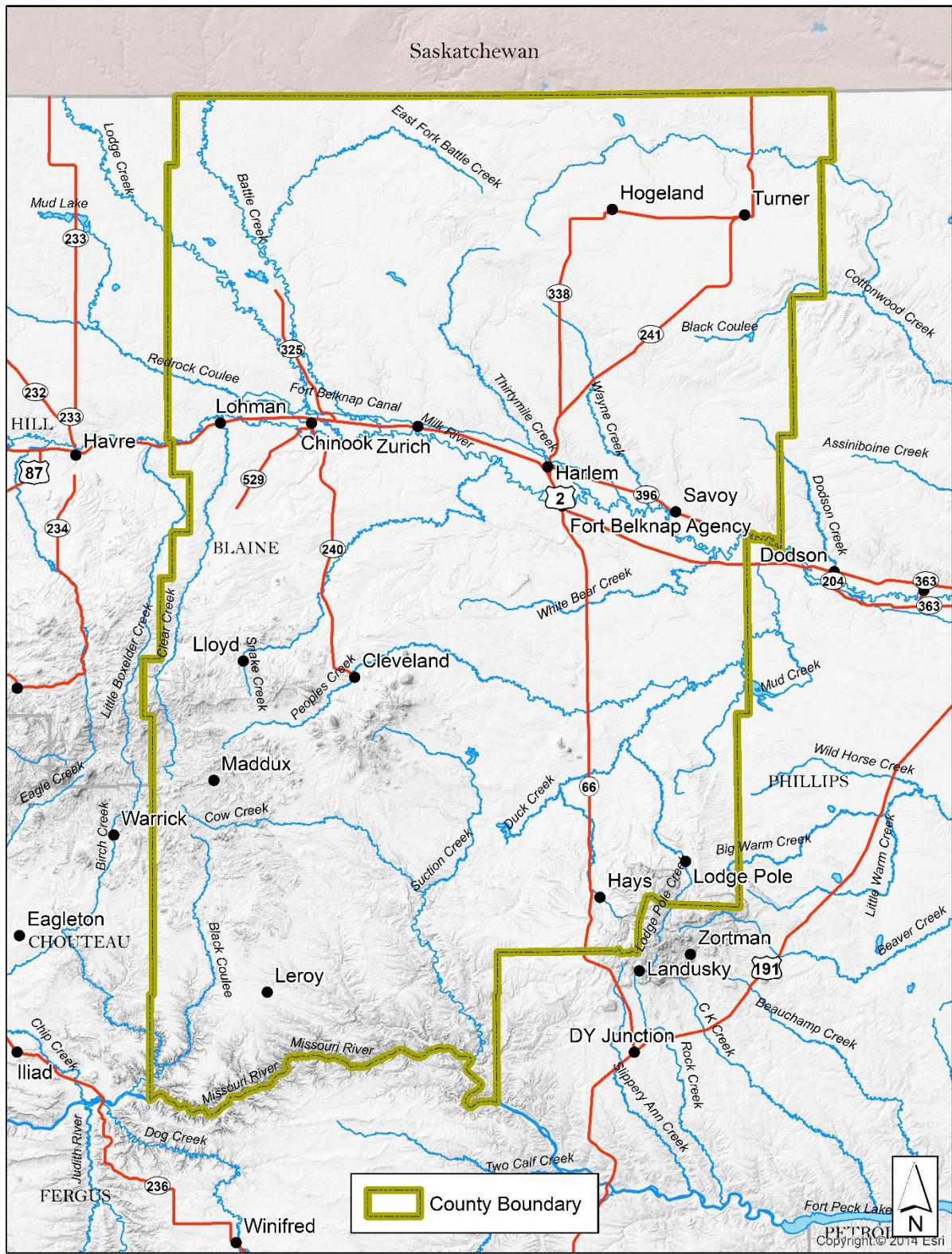
The slight reduction in the number of service jobs aside, earnings for jobs in this industry increased 71 percent between 2001 and 2015. During this period, service job earnings went from \$17.5 million to \$30 million dollars. Earnings from government jobs remained stable, experiencing only a very small decline in 15 years. Non-service jobs saw the largest decline in earnings between 2001 and 2015. Earnings went from \$17.1 million to \$14.2 during that time.

Despite the statistics, agriculture remains the County's primary economic driver. As mentioned earlier, in 2015, the industry was the largest employer in the County. In 2012, the market value of agricultural products sold in the County was almost \$114 million. \$42 million was from livestock and almost \$72 million from crops.

In 2015, the County had an estimated population of 6,577 people. 2,000 of these residents live in the County's two municipalities: Chinook and Harlem. Since 2001, the County's population has declined by 600 people or 6 percent.

Demographically the composition of the population of the County has remained relatively stable. The median age of residents in the County has virtually remained unchanged between 2001 and 2015. In 2001, the median age was 34.4, and in 2015 it was 34.5. The Census Bureau divides the population of the County into five categories: Under 18, 18-34, 35-44, 45-64 and 65 and over.

Figure 1 - Blaine County



When looking at the age categories between 2001 and 2015, two of the categories saw significant declines. There were the Under 18 and 35-44 age brackets. The Under 18 age bracket saw an estimated decline of over 300 residents and the 35-44 bracket saw an estimated decline of over 370 people.

In light of the County's economic and demographic challenges, it is critical that the County Commission approach the provision of infrastructure and services thoughtfully and comprehensively. This capital improvements plan is one mechanism to help the Commission do just that. This plan describes and prioritizes the capital project needs for the County over the next five years. The guidance in the document is based upon information provided by County department heads and through interviews with County staff, County Commission and the public.

PREVIOUS PLANNING GUIDANCE

This capital improvements plan is an essential tool for implementing the County's current Growth Policy. Therefore, it is important for the capital improvements plan to dovetail with the guidance provided by the Growth Policy. The Growth Policy discussed capital improvements in many of its sections, including the results of the community surveys that were done during the development of the Policy and in the Policy's goals and objectives.

A community survey was distributed throughout the County to gather information and guidance from County residents. Survey responses from two communities stood out with regards to capital improvements: Turner and Harlem. Residents in Turner indicated that there was a need for additional housing. In addition, people said there were no senior housing options in Turner. People in Harlem also indicated that there is a lack of suitable and affordable housing. Similar to Turner, senior housing was also identified as a need, particularly as the current senior housing facility is at capacity and has a waiting list for new residents. Residents also said that there was a need to develop additional recreation opportunities in and around Harlem and the promotion of safe recreation areas.

There are two goals and multiple strategies in the County Growth Policy that are related to capital improvements:

Goal: Provide for the adequate infrastructure within the County

Strategies:

- Implement a County capital improvements plan.
- Identify deficiencies in public water and wastewater systems and bring systems up to standard.
- Develop a regular bridge replacement and maintenance schedule.
- Seek funding from Federal Lands Access Program for road improvements to recreation areas.

Goal: Provide for adequate services within the County

Strategies

- Upgrade the County's GIS capabilities.
- Establish a backup location/mobile center for the Emergency Command Center (ECC).
- Implement the recommendations of the County Pre-Disaster Mitigation Plan.
- Prepare a County-wide or regional recreation plan.

PUBLIC OUTREACH AND ENGAGEMENT

The County Commission used a variety of methods to engage County residents in the update of the Capital Improvements Plan. These ranged from newspaper articles and a project website to open houses and an informational booth at the Blaine County Fair.

A project website was created in order to provide County residents with a convenient and easy to use method for gathering information on the project. The project and the project website were advertised in the Blaine County Journal News-Opinion as not only a formal notice, but the paper also ran a story about the project.

The County Commission had an informational booth at the Blaine County Fair from July 12-16, 2017. The booth had several large posters showing the County's proposed priorities for infrastructure and equipment. Residents were able to mark the posters to identify those improvements that were the highest priority to them.

Following the Fair, the Commission hosted two open houses meant to provide residents with more information about the planning process and to gather their ideas and comments. The open houses were held in Harlem and Turner and Monday, July 17th and July 18th respectively.

Finally, the Commission held a public hearing on August 3, 2017 at the Blaine County Courthouse. The draft capital improvements plan was presented to the Commission and they went through the document section by section with those members of the public who attended the hearing.

The final capital improvements plan was adopted by the Commission in September of 2017.

AIRPORT PRIORITIES

Blaine County owns and operates airports licensed by the Federal Aviation Administration (FAA) in Chinook, Harlem, Hogeland, and Turner. The County Airport Board handles the administration of the airport and typically pursues upgrades to the airports through federal grant funding. The following table identifies the capital improvements proposed by the Airport Board for the airports in Chinook, Harlem, and Turner. According to the County's airport engineer, there are currently no improvements planned for the Hogeland facility.

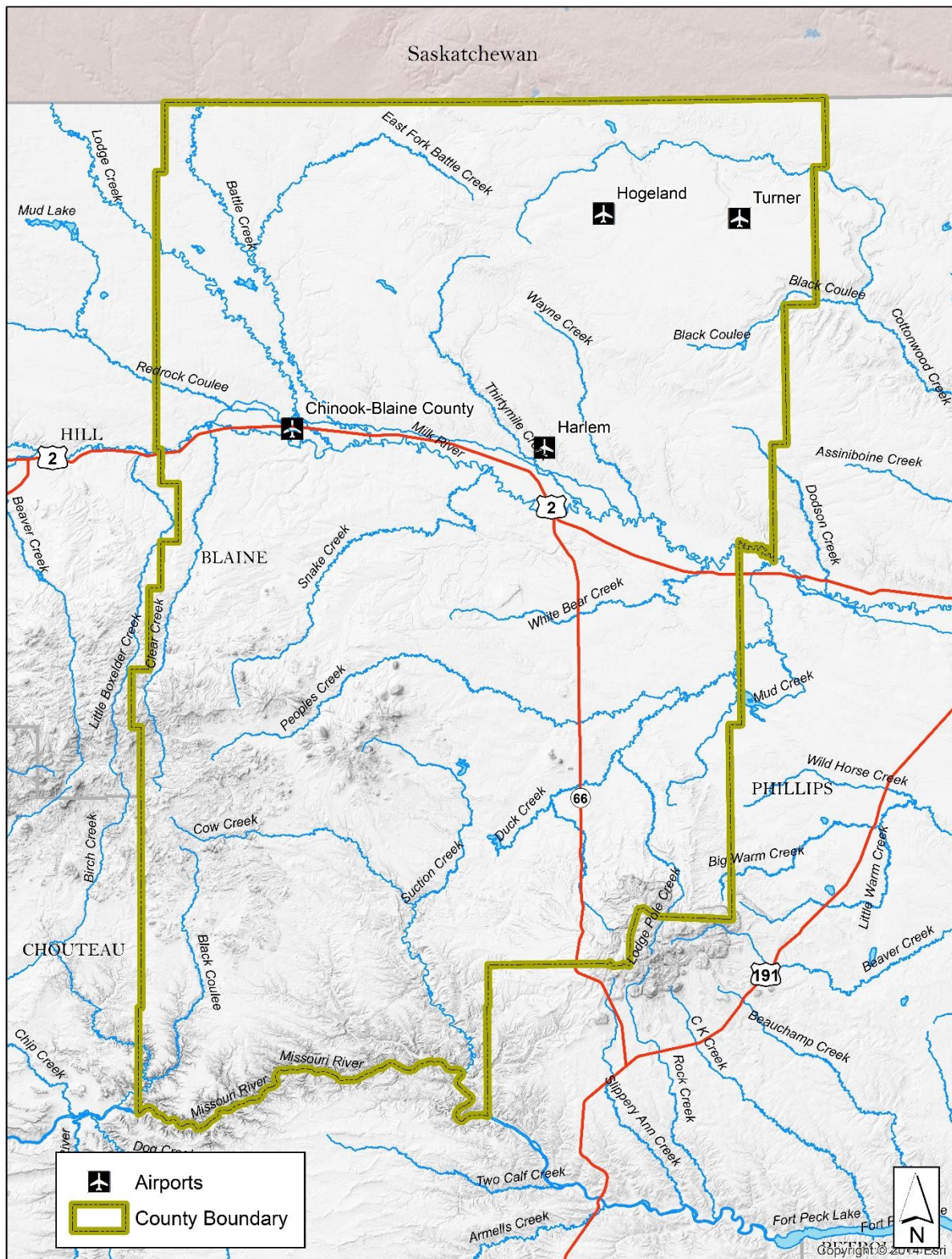


Table 2 - County Airport Priorities

Priority	Airport	Recommended Improvements	Cost
1	Turner	Pavement Rehabilitation-Runway (Required FY 2019)	\$1,730,000
2	Turner	Pavement Rehabilitation-Taxiway (Required FY 2019)	\$164,000
3	Turner	Pavement Rehabilitation-Apron (Required FY 2019)	\$185,000
4	Turner	Taxilane Development (Required FY 2019)	\$415,000
5	Turner	Acquire Weather Reporting Equipment (Required 2019)	\$100,000
1	Chinook	Pavement Rehabilitation-Runway (Required FY 2020)	\$110,000
2	Chinook	Pavement Rehabilitation-Taxiway (Required FY 2020)	\$38,000
3	Chinook	Pavement Rehabilitation-Apron (Required FY 2020)	\$19,000
1	Harlem	Pavement Rehabilitation-Runway (Required FY 2022)	\$1,450,000
2	Harlem	Pavement Rehabilitation-Taxiway (Required FY 2022)	\$140,000
3	Harlem	Pavement Rehabilitation-Apron (Required FY 2022)	\$360,000

The FAA typically provides 90 percent of the funding for airport improvements through the State Apportionment and Non-Primary Entitlement Programs. The County is responsible for the 10 percent match.

Figure 2 - County Airports



BRIDGE PRIORITIES



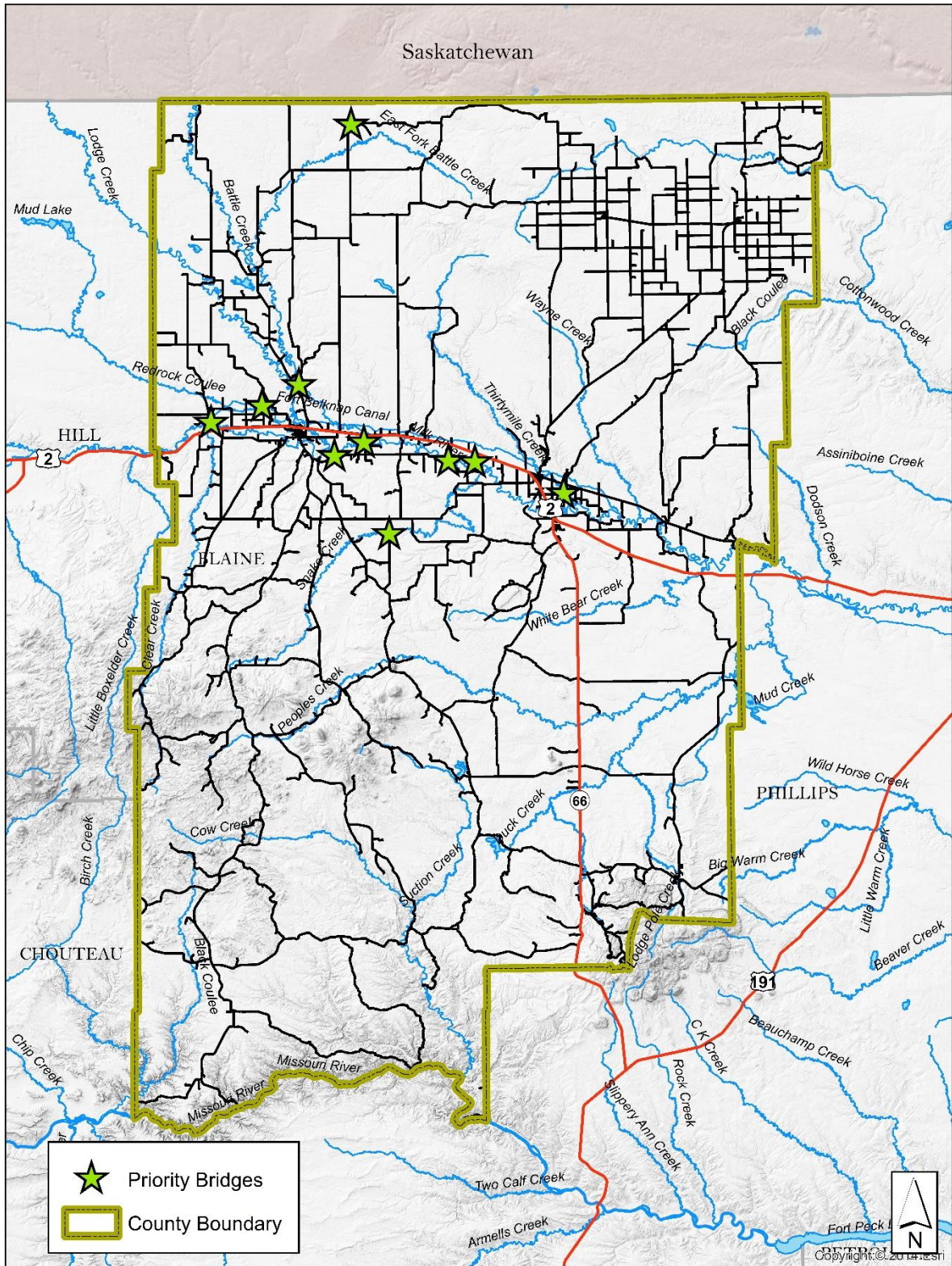
Blaine County is responsible for maintaining 55 bridges (52 major bridges and 3 minor bridges). Table 3 below describes the County's bridge priorities as identified by the County Road Department in 2017. The County's current bridge capital improvements plan can be found in Appendix 2.

Table 3 - Bridge/Culvert Priorities (Road Department 2017)

Priority	Road	Crossing	Proposed Improvement	Estimated Project Cost
1	Highland Road	Irrigation canal	Install Culvert	\$244,000
2	Paradise Valley Road	Irrigation canal	Install Culvert	\$3,843
3	Dead River Road	Irrigation canal	Install Culvert	\$18,000
4	Morris Road	Irrigation canal	Install Culvert	\$18,000
5	Ekegren Road	Thirty Mile	Replace Bridge	\$570,000
				Total: \$889,316



Figure 3 - Location of Priority County Bridges



BUILDING PRIORITIES



Blaine County is responsible for buildings such as the County Courthouse, County Library, vehicle equipment buildings, storage buildings, and a variety of structures at the County Fairgrounds.

Table 4 - Building Priorities

Building	Improvements Recommended	Estimated Cost
Courthouse	Tinting the District Court judges' office windows	\$7,500
Courthouse	Reseal and/or replace windows	\$31,800
Courthouse	Security upgrades for the basement and second floor.	\$50,000
Courthouse Annex	New lights in building and for bay area	\$3,800
Courthouse Annex	Fill wall cracks and paint exterior	\$40,000
Courthouse Annex	Fire Alarm Upgrades	\$5,000
Chinook Library	New carpet	\$15,328
Chinook Library	New ADA accessible bathrooms within existing Building	\$6,000
Chinook Library	Replace windows	\$30,000
Chinook Library	Repair and resurface parking lot	\$15,000
Chinook Library	Repair cracks in foundation and on interior floors	\$10,000
Chinook Library	Install security cameras	Combined with wiring and internet
Chinook Library	Update electrical wiring for equipment i.e. computers	Combined with cameras and internet
Chinook Library	Upgrade Internet Service	\$8,300
Chinook Library	Replace side and front landscaping and paint doors	\$9,800
Fairgrounds	Grandstands - re-decking a portion. Cost will vary dependent on amount of decking replaced (\$25k to \$200k)	\$25,000
Fairgrounds	Events Center - fix sewer line	\$6000
Fairgrounds	Concessions – Replacement of water main	\$8,660
Fairgrounds	Build a new indoor riding arena	\$250,000
Fairgrounds	Red Seats/Bleachers – install concrete stringer supports	\$5,000
Fairgrounds	Restroom Building – Construct a new separate building	\$50,000

Building	Improvements Recommended	Estimated Cost
Fairgrounds	Grandstand restrooms – Upgrade restrooms	\$10,000
Fairgrounds	Fairgrounds road – install drainage system	TBD
Harlem Fire Hall	New 40'x 50' building	\$150,000
Harlem Library	Automatic double entry doors for ADA compliance	\$4,000
Harlem Library	New sidewalks that slope away from doors (drainage issue)	\$2,500
Harlem Library	Built in storage cabinets	\$2,500 to \$3,500 depending upon the number of cabinets
Harlem Library	Remodel director's office	\$5,000 to \$10,000
Harlem Library	Replace wood shelves with steel shelves	\$15,000 depending upon the number shelves
Mosquito Department	New building or remodel of existing	\$100,000
Mosquito Department	Installation of outside lights	\$6,000
Mosquito Department	Installation of security fencing around facility	\$10,000
Road Department	Repair roof of storage building at the Road Department Shop	\$15,000
Road Department	Install fabric and gravel for parking areas at Road Shop (5-acres). County Crews to complete work.	\$300,000
Turner Fire Hall	Training room addition and upgrade	\$30,000
Weed Department	Replace roof of Quonset hut	\$8,000
Weed Department	Install bathroom, shower and washroom in Quonset hut	\$15,000
Weed Department	Construct full station containment pad	\$25,000
Weed Department	Construct gravel parking lot	\$10,000
Weed Department	Re-insulate the Weed Shop	\$15,000
Weed Department	Replace flooring and paint	\$3,000
		Approximate Total: \$1,278,788



Figure 4 - Location of County Buildings

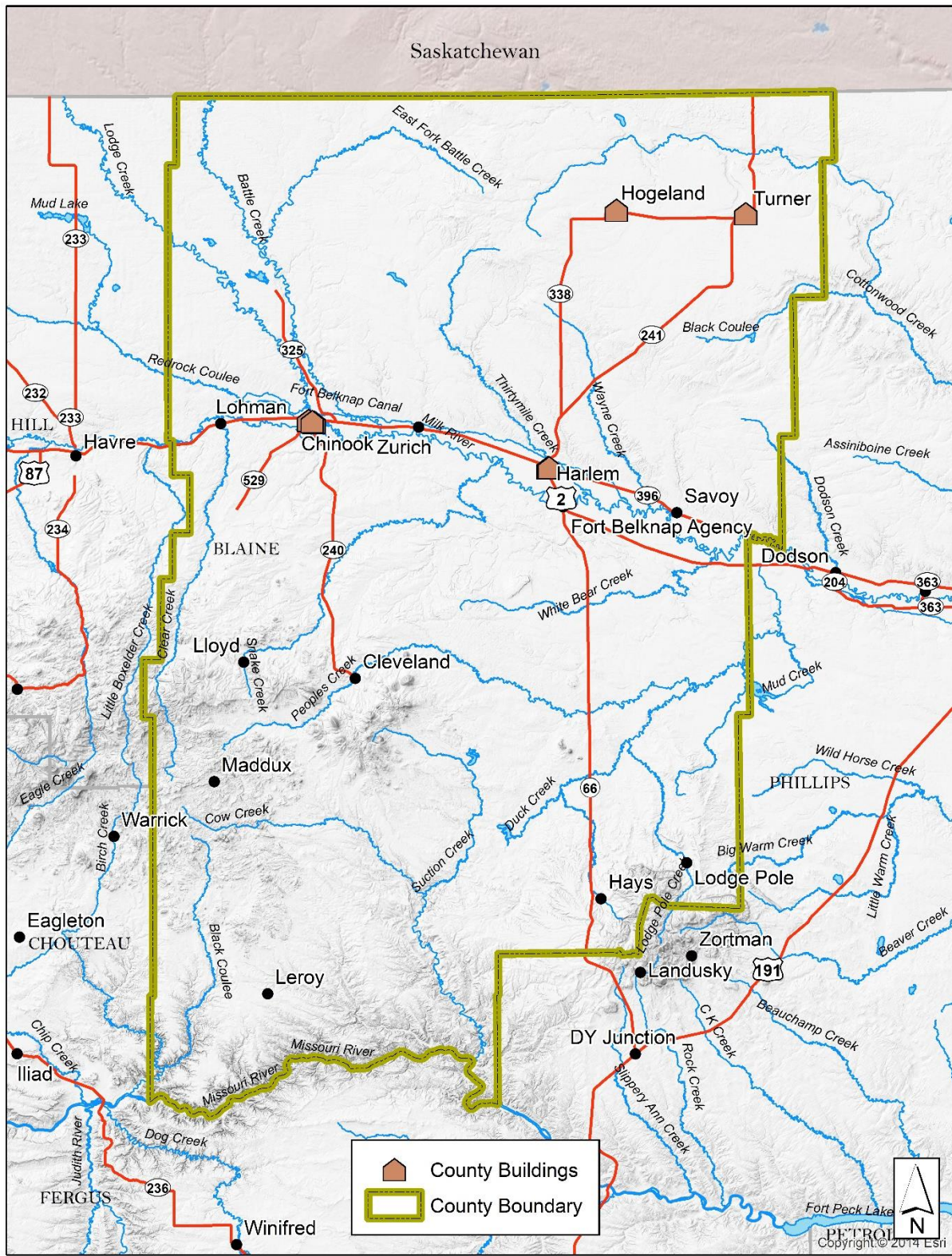


Figure 5 - Location of County Buildings in Chinook



COUNTY EQUIPMENT EVALUATIONS AND PRIORITIES

Table 5 - Big Flat Ambulance Priorities

Equipment/Facilities	Cost Per Item	Estimated Cost
Handheld radios (10)	\$1,200	\$12,000
Quick response unit – Chevrolet Tahoe		\$70,000
		Total: \$82,000

Table 6 – Chinook Ambulance Priorities

Equipment/Facilities	Cost Per Item	Estimated Cost
Lucas 2 CPR Machine		\$15,000
Handheld radios (20)	\$960	\$19,200
Combination copier, printer and scanner		\$1,060
Laptop computer		\$2,000
		Total: \$37,260

Blaine Inc. is the entity that conducts fundraising for the Chinook Ambulance. Fundraising is done primarily through grant applications.

Table 6 - Chinook Library Priorities

Equipment/Facilities	Estimated Cost
Copier (1)	\$5,500
Replace furniture	\$6,000
Total: \$11,500	

Table 7 - Clerk and Recorder Priorities

Equipment/Facilities	Ranking	Estimated Cost
Upgrade existing phone systems in Courthouse (Commission priority)	High	\$30,000
Postage machine	High	\$5,600
Laser printer	Medium	\$800
Scan Commission meeting minutes	Medium	\$50,000
Scan filed documents	Medium	\$40,000
Update Black Mountain Software records	Medium	\$40,000
Express Vote Machines	Low	\$31,500
DS 450 Central Count	Low	\$53,525
DS_200 Precinct Counters	Low	\$46,000
		Total: \$257,425

Table 8 - Health Department Priorities

Equipment/Facilities	Estimated Cost
Smartboard/Screen	\$7,000
Copier (\$400 annual operating cost)	\$6,000
Total: \$13,000	

Table 9 - Information Technology Department Priorities

Equipment/Facilities	Estimated Cost
Windows 10 Upgrade	\$7,000
Office 16 Upgrade	\$30,000
Email System Upgrade	\$15,000
Application Server (2)	\$20,000
Total: \$72,000	

Table 10 - Mosquito Department Priorities

Equipment/Facilities	Estimated Cost
New pickup trucks	\$45,000
Upgraded sprayers	\$10,000
Total: \$55,000	

Table 11 - Road Department Priorities

Equipment/Project	Estimated Cost
Cow Island Trail and Lloyd Road FLAP grant	\$130,000
Ortner & Bardanouve gravel crushing	\$100,000
Road patrols (2)	\$200,000
Loader with 5 yard bucket	\$75,000
Bridge flatbed	\$80,000
Side dump trailer	\$54,000
Backhoe trailer	\$10,000
$\frac{3}{4}$ ton pickup trucks (4)	\$148,000
Total: \$797,000	

Table 12 - Treasurer's Department Priorities

Equipment/Facilities	Estimated Cost
Desks	\$8,000
Chairs	\$2,000
Ergonomic Workstations	\$3,000
Barcode Scanner	\$200
Pressure Sealer	\$5,000
Total: \$18,200	

Table 13 - Weed Department Priorities

Equipment/Facilities	Estimated Cost
New pickup trucks (2)	\$60,000
Updated office equipment: computers, desk and chairs	\$5,000
Total: \$65,000	

LAW ENFORCEMENT AND EMERGENCY SERVICES EVALUATION AND PRIORITIES

Blaine County provides law enforcement and disaster and emergency services through its Emergency Management Department. The Sheriff's Department is funded by a fund specifically dedicated to public safety and the Department's priorities and purchasing decisions are made by that Department not the County Commission. The following tables identify the capital improvement costs that the Sheriff's Department and the Disaster and Emergency Services is proposing:

Table 14 - Sheriff's Department Capital Equipment Priorities

Capital Equipment	Quantity	Replacement Schedule	Estimated Cost
Patrol Vehicles	3	2017-2018	\$135,000
Duty Weapons	10	2017-2018	\$8,000
Tasers	10	2017-2018	\$10,000
Bullet Proof Vests	7	2017-2018	\$3,500
In Car Video	3	2017-2018	\$15,000
Copier	1	2017-2018	\$7,500
Patrol Vehicles	2	2018-2019	\$90,000
In Car Video	3	2018-2019	\$15,000
K-9	1	2019-2020	\$15,000
Patrol Vehicles	2	2019-2020	\$90,000
In Car Video	1	2019-2020	\$5,000
Patrol Vehicles	1	2020-2021	\$45,000
In Car Video	1	2020-2021	\$5,000
Patrol Vehicles	1	2021-2022	\$45,000
In Car Video	1	2021-2022	\$5,000
Radar Units	6	2021-2022	\$18,000
Copier	1	2021-2022	\$6,000
			Total Cost: \$518,000

The priorities list for the County Fire Departments is based upon the Five Year Capital Plan compiled by the Blaine County Fire Council. It is also important to note that the Chinook and Harlem Fire Departments respond to structure fires located on the Fort Belknap Reservation.

Table 15 - Fire Department Equipment Priorities

Fire Department	Equipment	Estimated Cost
Chinook	Heavy brush truck and chassis	\$75,000
Chinook	Generator for fire station	\$40,000
Harlem	Pusher axle for tanker truck	\$20,000
Hogeland	Heavy brush truck and chassis	\$75,000
Hogeland	2 ton cab and chassis	\$40,000
Turner	2 ton cab and chassis	\$40,000
Turner	Structure truck equipment (hoses, valves and fittings)	\$50,000
		Total Cost: \$315,000

Table 16 - Disaster and Emergency Services Equipment Priorities

Equipment	Priority	Estimated Cost
Plotter (printer)	1	\$8,000
Radio equipment for ECC (base and handheld)	2	\$6,000
Annual training for DES employees	3	\$1,000
NexGen911 data preparation	4	\$5,000
Annual updating of County GIS data	4	\$2,500
Laptop computer	5	\$2,500
Color printer	6	\$3,000
Update and replace weather radios in the County Courthouse	7	\$500
Replace office furniture	8	\$2,000
Emergency Communication Center (ECC) printer/scanner	9	\$600
ECC mobile tote equipment	10	\$250
ECC computers	11	\$3,000
DES office computers	12	\$2,000
ECC large screen television	13	\$7,000
ECC Conference phone	(2018)	\$300
NexGenn911 equipment upgrades	(2020)	\$100,000
Sign Cutter	(2020)	\$8,000
ECC table and chairs	(2026)	TBD
		Total Estimated Cost: \$151,650.00

PARKS AND RECREATION EVALUATION AND PRIORITIES

Blaine County operates and maintains one officially designated park, Zurich Park, which is located east of Chinook in the community of Zurich. The park's facilities include:

- Caretakers Dwelling
- Caretaker's Garage
- Community Hall
- Outhouses

The County also owns and operates the Chinook, Harlem, Wing and Silverbow Cemeteries.

Table 17 - Park and Recreational Facilities Recommended Improvements

Park -Facility	Recommended Improvement	Cost
Zurich Park	Trimming of trees	\$30,000

ROAD EVALUATION AND RECOMMENDATIONS



Blaine County is responsible for maintaining over 1,470 miles of road. 1,370 miles of that are gravel surfaced and 100 miles are paved with asphalt and chip sealed. It is important to note that landownership in the County includes the Bureau of Land Management (BLM) and the Fort Belknap Indian Reservation.

The following tables list the ten priority projects in each district.

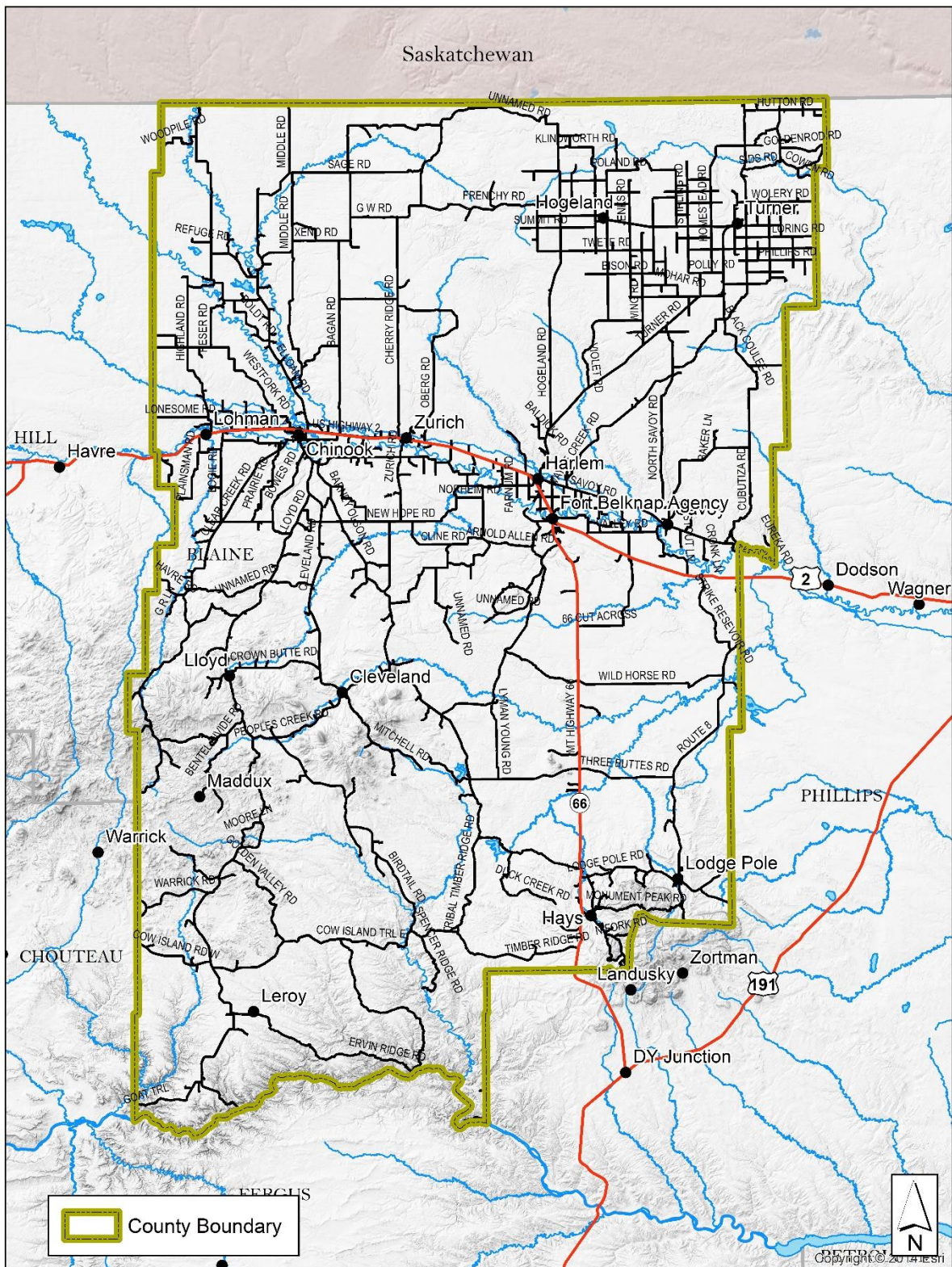
Table 18 - Paved Road Priorities

Priority	Road	Road Condition	Recommended Improvement	Road Length (miles)	Estimated Cost
1	Hogeland Road	Moderate	Crack seal and patch	7.1	\$478,000
2	Zurich Road	Poor	Crack seal and patch	1.8	\$121,000
3	Stephens Road	Poor	Patch and drainage	1.3	\$81,000
4	Factory Road	Poor	Patch and drainage	0.8	\$50,000
5	Zurich Park	Poor	Crack seal	1.5	\$26,000
6	Stockyard Road	Poor	Crack seal, patch and drainage	0.5	\$40,000

Table 19 - Unpaved Road Priorities

Priority	Road	Road Condition	Recommended Improvement	Road Length (miles)	Estimated Cost
1	Savoy Rd	Poor	Blade, gravel and drainage	8.3	\$331,000
2	Cherry Ridge Rd	Moderate	Blade and gravel	17.0	\$520,000
3	Farnum Rd	Poor	Blade, gravel and drainage	1.2	\$48,000
4	Ekegren Rd	Poor	Blade, gravel and drainage	4.1	\$163,500
5	Merrill Rd	Poor	Blade, gravel and drainage	3.0	\$120,000
6	Madras Rd	Moderate	Blade and gravel	1.0	\$30,600
7	Woody Island Rd	Moderate	Blade and gravel	2.0	\$61,248

Figure 6 - County Roads



SOLID WASTE INFRASTRUCTURE EVALUATION

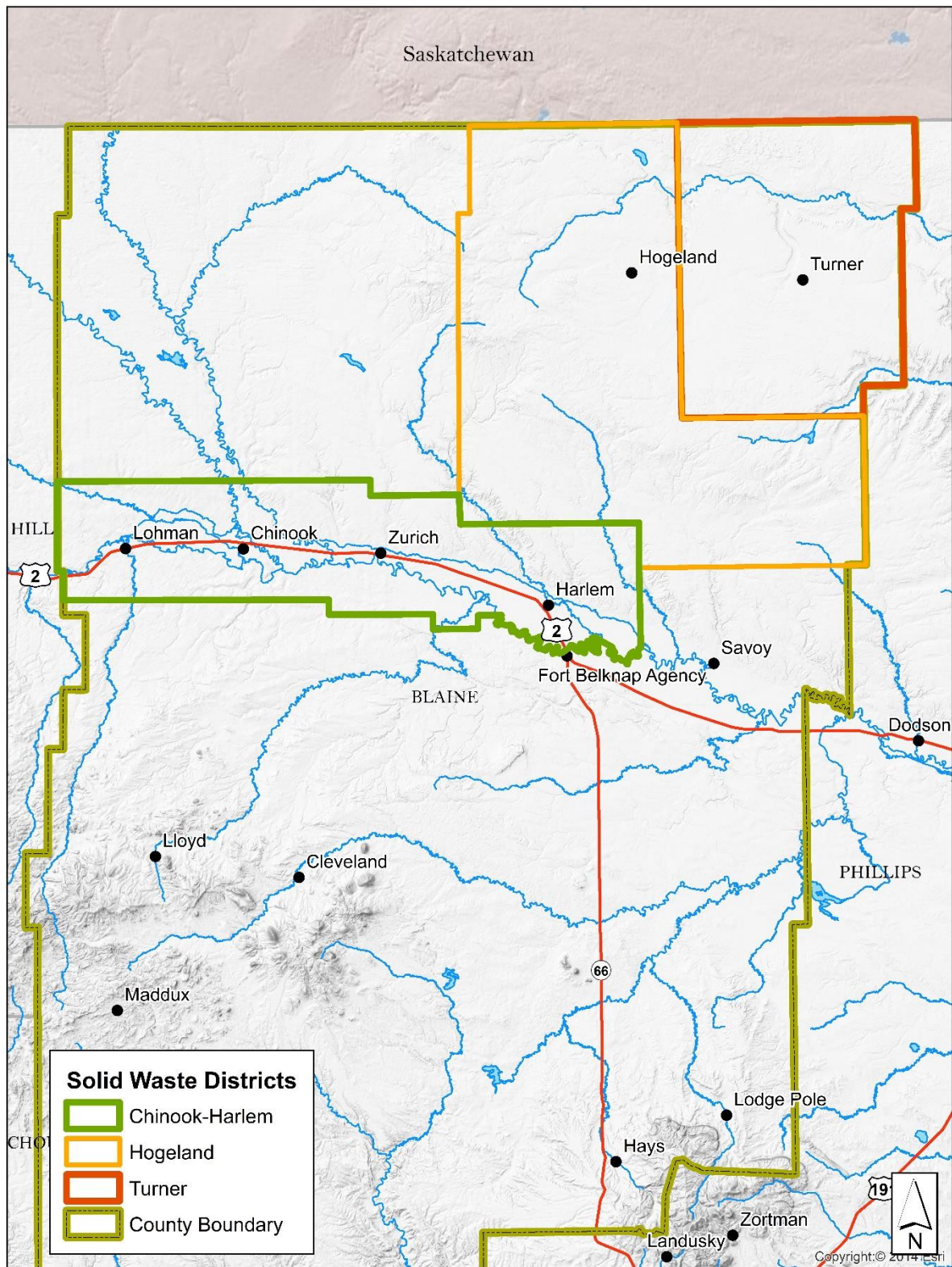
Solid waste services are provided to a limited number of County residents by the Unified Disposal District. The District is operated under an inter-local agreement between Hill County, Blaine County, the City of Chinook, the City of Harlem and Chouteau County Refuse District No. 1. The District was formed for the purpose of coordinating solid waste collections and disposal for the jurisdictions participating in the agreement. The Unified Disposal Board has 12 members, which are appointed by the governing bodies of the participating jurisdictions. In general, solid waste services in the County are limited to the Milk River valley from Chinook to Harlem and the areas surrounding Hogeland and Turner. See Figure 7 for the areas of the County that are covered by the District.

The District is financed by user charges to the residents in the District. Revenues generated from these charges are deposited with Hill County for administration of the program. Expenditures made by the District must first be approved by the District Board, before they are transmitted to Hill County for processing and payment. The District is considered to be a department under the administration of Hill County. Hill County manages the operations and staffing of the District. Therefore, Blaine County is not directly involved in the operation and management of the District.

The Unified Disposal Landfill is located three miles east of Havre at 7055 Road 451 SE. The landfill serves Hill, Blaine and portions of Chouteau County. The landfill is open Monday through Friday from 8:00 am to 5:00 pm (except holidays.)

- Items acceptable for disposal at the landfill include:
- Household refuse
- Trees, lumber, shrubs must be cut to a length of 4 or less
- Small quantities of treated grain
- Empty chemical barrels (triple washed and no covers)
- Washers and dryers, fridges and freezers without freon
- Tires

Figure 7 - Solid Waste Districts



IMPLEMENTATION

PRIORITY RECOMMENDATIONS

Blaine County has established this Capital Improvements Plan (CIP) with the intended purpose of establishing priorities during the budgeting process. The County has taken extensive measures to include department and community input into establishing the priorities listed in this document. While all projects have been identified as needs in the County, the Commissioners made the difficult decision on the final priorities based on various impacts to the entire county.

On August 23, 2017, the Blaine County Commission met with representatives of Bear Paw Development and Great West Engineering to prioritize projects. Using a template prepared by the Montana Department of Commerce for its Capital Improvements Planning Manual, the Commissioners prioritized projects on a scale from one to five. In general, they gave the highest priority (#1) to projects Blaine County has already committed to developing, provides or supports an essential service, eliminates a threat to public health or safety, or is necessary to meet state or federal regulations such as the Americans with Disabilities Act.

The involvement of Bear Paw Development and Great West Engineering was limited to assisting the Commissioners if they had questions about funding, regulatory compliance, etc. The responsibility of giving priority to each project belonged solely to the Blaine County Commissioners with input from their department managers, staff, and the public.

Each year, the Commissioners will utilize the CIP as they set the County's overall budget. An annual update will be necessary as projects are completed or priorities change.

TIMELINE

In general, Blaine County will initiate the development of priority #1 and #2 projects within one to three years of the adoption of the CIP. The Commissioners might commence with the development of lower priority projects sooner if funding becomes available, but the undertaking of many of the less urgent projects will likely not occur within the five-year planning period of this document.

Also, the implementation schedule for each the projects listed in this CIP is contingent on the availability of funding. Specifically, payments in lieu of taxes (PILT) funding that the federal government allocates to Montana counties to offset losses in property taxes due to nontaxable federal lands within their boundaries. The PILT program is targeted for elimination, and without Congressional action, the program that contributed \$857,895 or 11.4% of Blaine County's total revenue in fiscal-year 2016 will disappear. The loss of PILT funding would dramatically affect the County's ability to provide essential services at current levels and would force the Commissioners to reassess the County's priorities.

FINANCING IMPROVEMENTS

Determining how to finance a project is one of the most difficult and important parts of completing a capital improvement project. The County's analysis to fund projects is meant to keep user rates and tax rates stable and maximize state and federal loan and grant aid for capital expenditures. Incurring some debt is expected with large capital projects, and evaluation will need to balance debt service

and operating expenditures and determine the County's available debt capacity and acceptable debt service levels. The goal of this CIP is to plan for improvements that will reduce the overall financial burden of capital improvements upon County residents.

The following is a brief description of the most common funding sources used by Montana communities to fund capital improvement projects. Funding options include bonding, creating special improvement districts and capital improvement funds, impacting service charges, and federal, state, and private grant and loan funding. This is *not* an all-inclusive list of funding opportunities. The financing the County will depend on the scope and budget of a project. Each option should be carefully evaluated based on the project and needs and capacity of the community.

Bonding

The different types of bonds authorized under state law have particular applications and requirements.

A. General Obligation Bonds

General obligation (G.O) bonds are guaranteed by the full faith and credit of the local government issuing the bonds. By pledging the jurisdiction's full faith and credit, the government undertakes a legally binding pledge to repay the principal and interest by relying upon its taxing authority (7-7-4204, MCA). This obligation must therefore be ratified by an affirmative vote of the citizens before the bonds may be issued (7-7-4221, MCA). Due to the relative security of the repayment of G.O. bond principal and interest, and because the interest paid to the bondholders (lenders) may be exempt from state and federal taxes, lenders are usually willing to accept a lower rate of interest. As a result, the cost of the capital project will be somewhat less for the local government and for their taxpayers.

B. Revenue Bonds

Revenue bonds are not guaranteed by the taxing authority of the local government entity issuing the bonds and they are, therefore, somewhat less secure than G.O. bonds. Even though the bondholder's interest earnings on revenue bonds may also be tax exempt, the bond market will usually demand somewhat higher interest rates to attract lenders. Revenue bonds are backed only by the revenues from fees paid by the users of the capital facility, such as a municipal water or wastewater system or Rural Improvement District (RID) for County improvements such as roads and bridges. Because revenue bonds do not involve a pledge of the full faith and credit (taxing authority) of the municipal government, revenue bonds do not require voter approval (7-7-4104 and 7-7-4426, MCA)

Rural Improvement Districts

Rural Improvement Districts (R.I.D.) may be formed to repay loans and have been used extensively to install water lines, sewer lines, paved streets, curbs, gutters, sidewalks, etc. Certain steps and requirements must be followed and Title 7, Chapter 12 of Montana Code Annotated should be reviewed and followed.

The steps required to form an R.I.D. are as follows:

- Define the purpose (construct/reconstruct a road, bridge, water main, sewer main, stormwater management, etc.
- Define the boundaries – which property owners benefit from the improvement
- Determine the costs – engineering, construction, bond counsel, financing

- Prepare Resolution of Intent, outlining the above
- Conduct a public hearing
- Prepare a Resolution to Create the District, and levy the assessment
- Send to county treasurer to put on property tax bills.

An R.I.D. can be requested either by property owners, or by the County Commission. If, during the public hearing portion of the process, 51% or more of the property owners protest the issue, it cannot proceed. Timing is important because the “financing” of these types of projects is through the taxation process.

Capital Improvement Fund

Montana budget law provides that municipal governments may appropriate money to a capital improvement fund from any of the several government funds in the amount up to 10 % of the money derived from that fund’s property mill tax levy (7-6-616, MCA). The CIP must be formally adopted by resolution of the governing body and should include a prioritized schedule for replacement of capital equipment or facilities with a minimum \$5,000 value and a five-year life span, as well as the estimated cost of each item.

Service Charges

The most common source of revenue to meet operating and debt service costs of utility systems are by monthly service charges to all users. The service rates should be established to reflect charges to various customer classes or users according to the benefits received.

Annual Needs Assessment

Local governments are encouraged to annually assess their needs. A needs assessment can focus only on public infrastructure or it can include every service provided by the government. This assessment should occur before elected officials and department heads begin to prepare their budgets for the next fiscal year. The needs assessment is the foundation of every CIP and because every community changes so does its needs.

There are several methods for assessing a community’s needs. Public hearings, online surveys, questionnaires in local newspapers, advisory committees and preliminary engineering or architectural reports are just a few of the ways Montana communities have assessed their needs. However, needs are measured, it is very important that the information be thoroughly documented and the information presented to the public. See the section Public Outreach and Engagement on page 6 for a description of how Blaine County attempted to measure Blaine County’s needs for this CIP.

Grant and Loan Funding

Planning Grants: An important part, and the initial step to addressing capital improvement projects is adequate planning. Like this CIP, the County must plan for specific projects in order to be successful at making improvements.

Department of Commerce Treasure State Endowment Program (TSEP) Grants can provide up to \$15,000 for preparing Preliminary Engineering Reports and capital improvements plans. These grants require a dollar-for-dollar match.

Department of Natural Resources and Conservation (DNRC) Renewable Resource Grant and Loan Program (RRGL) offers planning grants that can be used for preparation of new PER (\$15,000 max), Technical Narrative (\$10,000 max), and updates to Technical Narratives and PER's, as well as CIP's (\$5,000 max). The planning must address natural resources concerns.

Department of Commerce Community Development Block Grant (CDBG) Planning Grants are available on an annual cycle up to \$50,000 for planning activities and documents (Growth Policy, CIP, Housing Plans, CEDS, etc.) and preparation of Preliminary Engineering Reports/Preliminary Architecture Reports (PAR). CDBG will only consider funding a PER if the applicant is unsuccessful with TSEP and DNRC. CDBG planning grants require a 1:3 match.

Montana Office of Tourism and Business Development Tourism Grants are available to Certified Regional Development Corporations (CRDC's) tribal governments, or other economic development organizations, not part of a CRDC region, to supporting economic development planning activities. Projects include central business district redevelopment; industrial development; feasibility studies; creation and maintenance of baseline community profiles; matching funds for federal funding; preproduction costs for film or media; and administrative expenses. In general, the Department will award up to \$1 for every \$1 in documented matching funds up to a total of \$25,000 in BSTF funding.

USDA Rural Development (RD) Special Evaluation Assistance for Rural Communities and Households (SEARCH) grants are available for rural areas with populations 2,500 or less have a median household income below the poverty line or less than 80 percent of the statewide non-metropolitan median household income. Funds can be used to pay predevelopment planning costs, including feasibility studies to support applications for funding water or waste disposal projects, preliminary design and engineering analysis, and technical assistance for the development of an application for financial assistance.

Construction Grants and Loans: Once a project is determined and appropriate planning has been completed, there is a variety of grant and loan sources to fund construction of the capital project.

Treasure State Endowment Program (TSEP) is a state funded grant program administered by the Montana Department of Commerce (MDOC). TSEP provides financial assistance to local governments for infrastructure improvements. Grants can be obtained from TSEP for up to \$500,000 if the projected user rates are less than 125% of the target rate, \$625,000 if projected user rates are between 125% and 150% of the target rate, and up to \$750,000 if the projected user rates are over 150% of the target rate. TSEP grant recipients are required to match the grant dollar for dollar, but the match may come from a variety of sources including other grants, loans, or cash contributions.

Renewable Resource Grant and Loan Program (RRGL) is funded through interest accrued on the Resource Indemnity Trust Fund and the sale of Coal Severance Tax Bonds, RRGL is a state program administered by the Montana Department of Natural Resources and Conservation (DNRC). RRGL's

primary purpose is to conserve, manage, develop, or protect Montana's renewable resources. Grants of up to \$125,000 are available for projects that meet one or more of these objectives, which the proposed project will do.

Community Development Block Grant (CDBG) is a federally funded program (HUD) administered through the Montana Department of Commerce. The primary purpose of the CDBG Program is to benefit low to moderate-income (LMI) families. To be eligible for CDBG funding an applicant must have an LMI of 51% or greater. The CDBG grant funds can be applied for in an amount of up to \$450,000 with a limit of \$15,000 per LMI household, so a community needs 30 LMI households to apply for the maximum grant funds. The use of CDBG funds requires a 25% local match that can be provided through cash funds, loans, or a combination thereof.

USDA Rural Development Water and Environmental Program (RD) provides grant and loan funding to districts, municipalities and counties for infrastructure projects that improve the quality of life and promote economic development in Rural America. Communities with populations less than 10,000 are eligible to apply; however, RD gives the highest priority to projects that serve rural areas with populations equal to or less than 1,000. RD bases grant eligibility and loan interest rates on a community's median household income and user rates. If the area to be served has an MHI of \$38,205 or lower and the project is necessary to alleviate a health and/or sanitation concern, up to 75% of the RD funded project costs are grant eligible. RD usually advises communities not to expect grant awards greater than 25% of the RD funded project costs.

USDA Rural Development (RD) Community Facilities provides grant and loan funding to develop essential community facilities in rural areas. Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses. Examples of essential community facilities include health care facilities, public facilities (town halls, courthouses, airport hangars, streets), community support services (child care centers, community centers, fairgrounds), public safety, educational services, local food systems and food banks. Grant funding is based on population and median household income.

Drinking Water and Water Pollution Control State Revolving Fund (SRF) provides low-interest loan funds for water, wastewater, stormwater and solid waste projects. The SRF program is administered by the Montana Department of Environmental Quality.

Economic Development Administration (EDA) provides grant funding for infrastructure projects that are demonstrated to be needed for the placement of a new business. The amount of grant is dependent on the number of jobs created.

Montana Department of Transportation, Transportation Alternatives (TA) Program is a federally funded program that provides funding for programs and projects defined as transportation alternatives. Transportation alternatives include on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility. They also include community improvement activities, and environmental mitigation, recreational trail program projects, safe routes to schools projects, and projects for planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A 13.42% match is required for all off-system projects.

National Park Service Rivers, Trails and Conservation Assistance provide Technical Assistance community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.

National Endowment for the Arts(NEA) has several assistance programs to fund Creative place-making and including art into revitalization work, including parks, downtown pathways, plazas, green spaces, wayfinding, cultural tourism. All programs have a 1:1 Match.

Department of Health and Human Services- Community Economic Development (CED) program works to address the economic needs of individuals and families with low income through the creation of sustainable business development and employment opportunities. CED's projects create employment opportunities.

Montana Gas Tax Revenue on July 1, 2017, Montana's gas tax increase from 27 cents per gallon to 31.5 cents. In fiscal year 2020, the tax will go to 32.5 cents per gallon until fiscal year 2023 when it will climb to 33 cents per gallon. The increase will generate an additional \$6.3 million for Montana's 56 counties in fiscal year 2018. Blaine County's share of this income is not known; however, it is expected to give the county's road and bridge fund a needed boost. Gas tax revenue can only be used for construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys.

Federal Land Access Program (FLAP) was created to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. With over 450,000 acres of federal lands, Blaine County is an excellent candidate for FLAP funding. Grant awards can be substantial; however, the program requires a 13.42% match.

The Federal Highway Administration is expected to issue its next call for projects in December 2018.

FEMA Assistance to Firefighters (AFG) the goal of the Assistance to Firefighters Grants (AFG) is to enhance the safety of the public and firefighters with respect to fire-related hazards by providing direct financial assistance to eligible fire departments. This funding is for critically needed resources to equip and train emergency personnel to recognized standards, enhance operations efficiencies, foster interoperability, and support community resilience. Grant awards range from a few thousand dollars to hundreds of thousands of dollars. Eligible uses of funds include fire trucks, EMS equipment, personal protective equipment, equipment, and modifying facilities. FEMA also has funds to fund fire prevention and safety programs, fire station construction, and staffing for adequate fire and emergency response.

The match for jurisdictions that serve 20,000 residents or fewer is 5 percent of the grant awarded.

Private Foundations can provide funding for various capital improvement projects. Local and national foundations can support community development initiatives and offer unique opportunities to fund capital projects.

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Appendix 1 – Project Prioritization Tables

Appendix 2 – Bridge Information

INSERT 2016 Bridge CIP in PDF once the plan is reviewed by the Commissioners.

Appendix 3 –Building Information

Location	Address	Department	Description	Year Built
Turner Airport	3rd Ave	Airport	Turner Pilots Lounge	1976
Harlem Airport	Hwy 241	Airport	Aircraft Hanger	1941
Harlem Airport	Hwy 241	Airport	Pilots Office	1986
Harlem Airport	Hwy 241	Airport	Storage Building	2015
Edgar G. Obie Airport	Montana St	Airport	Airport Office	1971
Harlem Airport	Hwy 241	Airport	Harlem Airport Building	2014
Edgar G Obie Airport/Chinook Airport Building	Montana Street	Airport	Chinook Airport Storage Building	2014
Bridge Department	412 4th St NW	Bridge	Weed Department Storage/ Old Bridge Shop	1931
Bridge Department	412 4th St NW	Bridge	Tire Storage	1931
McClelland Ferry	68655 Lloyd Road	Buildings	Ferry Living Quarters	2004
McClelland Ferry	68655 Lloyd Road	Buildings	Ferry Lean To Storage	2009
McClelland Ferry	68655 Lloyd Road	Buildings	Ferry Tool Shed	1930
Harlem Cemetery	Hwy241	Cemetery	Cemetery Garage	2008
Harlem Cemetery	Hwy241	Cemetery	Cemetery Shed	1979
Harlem Cemetery	Hwy241	Cemetery	Cemetery Pump house	1970
Chinook Cemetery	Stephens Road	Cemetery	Cemetery Storage Shed	2009
Chinook Cemetery	Stephens Road	Cemetery	Cemetery Pumphouse	2000
Chinook Cemetery	Stephens Road	Cemetery	Cemetery Shop / Office	2008
Weed Department	412 4th St NW	County Shop	Weed Department Shop/Quonset	1940
Blaine County Courthouse	401 Ohio Street	District Court	Courthouse	1912

Blaine County Courthouse Annex	4th Street	District Court	Courthouse Annex	1931
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Mosquito Dept. Office/ Old Caretakers Dwelling	1951
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Baby Beef Barn	1961
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Show & Sales Arena	1941
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Hog Barn	1931
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Poultry Barn	1931
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Horse Barn	1931
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Beef Barn	1987
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Sheep Barn/Storage	1990
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Commercial Building	1981
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Dwelling Tool Shed	1951
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Agricultural Building	1931
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	4-H Building	1971
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Fair Office old	1931
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Grandstand	1951
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Rodeo Grounds: Announcer Booth, Lights, Fencing	2009
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Wash Station	1987
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Rodeo Office	1931
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	VFW Building	1975
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Ticket Booth	1975
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Eagles Building	1975
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Lions Building	1980
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	Funshine Preschool Building	1985
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	New Fair Office	1985
Blaine County Fairgrounds	300 Cleveland Rd West	Fair Board	4-H Chuckwagon	1970

Hogeland Volunteer Fire Dept.	Poland Road	Fire Department	Fire Hall/ Shop	1986
Hogeland Volunteer Fire Dept.	2nd Ave	Fire Department	Fire Hall	2010
Turner Volunteer Fire Department	70 3rd Ave W	Fire Department	Fire Hall	2010
Turner Volunteer Fire Department	Main Street	Fire Department	Fire Hall/ Old	1940
Turner Volunteer Fire Department	40 3rd Ave W	Fire Department	Shop/Fire Station	1986
Fort Belknap Volunteer Fire Dept.	10 1st Ave SE	Fire Department	Fire Station	1986
Harlem Public Library	37 1st Ave SE	Library	Harlem Public Library	1975
Blaine County Museum	501 Indiana St	Museum	Blaine County Museum	1914
Blaine County Wildlife Museum	417 Indiana St	Museum	Blaine County Wildlife Museum	1951
Zurich Park	Park Road	Park/Grounds	Caretakers Dwelling	1961
Zurich Park	Park Road	Park/Grounds	Cartakers Garage	1951
Zurich Park	Park Road	Park/Grounds	Community Hall	1941
Zurich Park	Park Road	Park/Grounds	Pit Privy #1	2011
Zurich Park	Park Road	Park/Grounds	Pit Privy #2	2011
County Shop- Harlem	13 West Central	Road/Surveyor	County Shop	1979
Blaine County Fairgrounds	300 Cleveland Rd W	Road/Surveyor	Vehicle Storage Lean Too	2011
Road Department - New	735 7th St East	Road/Surveyor	Old Armory	1960
Road Department - New	735 7th St East	Road/Surveyor	Maintenance Building	1986
Road Department - New	735 7th St East	Road/Surveyor	Cold Storage - Green	1986
Road Department - New	735 7th St East	Road/Surveyor	Flammable Storage Building	1979
Road Department- New	735 7th St East	Road/Surveyor	Hazmat Storage Building	1979
Chinook Senior Citizens Center	944th St W	Senior Citizen	Blaine County Library/ Senior Center	1976

Technical Services	Bowes Road	Technical Services	T.V. Building	1971
Technical Services	Frenchy Road	Technical Services	Cherry Ridge Transmitter	1971
Technical Services	Hungry Hollow Road	Technical Services	Miners Butte Transmitter Building	2007
Mosquito Department	240 Cleveland Rd W	Weed Control	Mosquito Shop	1931
Mosquito Department	240 Cleveland Rd W	Weed Control	Mosquito Vehicle Canopy #1	2009
Mosquito Department	240 Cleveland Rd W	Weed Control	Mosquito Vehicle Canopy #2	2009
Mosquito Department	240 Cleveland Rd W	Weed Control	Mosquito Office	1979
Mosquito Department	240 Cleveland Rd W	Weed Control	Mosquito Mixing Building	1979

Appendix 4 – County Equipment Information

Description	Insurance Coverage (Dollars)
1976 Chevrolet Truck	Unknown
1981 Ford Truck	Unknown
1981 Ford Truck	Unknown
1978 Fruehauf Semi-trailer	Unknown
1988 Pierce/1972 Ward Truck	25000
2004 GMC 3/4T Pickup	Unknown
2004 GMC 3/4T Pickup	Unknown
1981 Load-king Belly Dump	Unknown
1991 Dodge Pickup	Unknown
1991 Dodge Pickup	Unknown
1988 Ford Truck	Unknown
1979 GMC Pickup w/ Spray unit	5000
1972 Chevrolet Pickup	Unknown
1988 GMC Truck	20000
1980 GMC Truck -- Turner	15000
1977 Ford Truck	15000
1977 Chevrolet Truck	15000
1964 GMC Truck	5000
1953 GMC Truck	7500
1974 GMC Truck	30000
1968 Dodge Truck	7500
1991 International Truck	15000
1970 GMC Truck	7500
1983 Dodge Truck	7500
1973 Chevrolet Truck	7500
1982 GMC Truck	7500
1966 Dodge Truck	7500
1974 GMC Truck	7500
1974 GMC Truck	7500
1978 Chevrolet Truck	10000
1996 Ford Aerostar Van	15000
1985 Chevrolet Truck	7500
1984 Chevrolet Truck	7500
1984 Chevrolet Truck	7500
1989 Chevrolet Truck	7500
1996 GMC Truck	300000
1980 Wisc. Trailer	Unknown
1983 Norwest Trailer	Unknown
1975 Chevrolet Truck	Unknown
1998 Dodge BR2500	Unknown
1998 Dodge BR2500	Unknown
1985 Peterbuilt truck	24500
1998 Ford F150	10000
1981 Western Truck	Unknown
2003 Ford Ambulance	107000
1999 Ford Ambulance	77000
1986 GMC Pickup	Unknown

2005 GMC Yukon	20000
2001 Dodge Ram 2500	Unknown
2001 Dodge Ram 2500	Unknown
2001 Dodge Ram 2500	Unknown
1960 Flatbed Trailer	Unknown
2000 Dodge Quad Cab	Unknown
2000 GMC 2Ton Truck	15000
1999 Chevrolet Blazer	15000
1987 GMC 1 1/4 Ton	7500
2003 GMC 3/4Ton	Unknown
2003 GMC 3/4Ton	Unknown
2003 GMC 3/4Ton	Unknown
1997 Freightliner	15000
1997 Freightliner	15000
1997 Freightliner	15000
2000 Top 3 Trailer	1000
2003 GMC Yukon	20000
1975 Ford F750	Unknown
1996 Chevrolet 1 Ton	Unknown
1985 Chevrolet 1 Ton	Unknown
2003 GMC 3/4Ton	15000
2003 GMC Yukon	Unknown
1996 Ford F350 PU	6000
2004 Witzco Challenger trailer	25000
1994 Kenworth Tractor	80000
2004 Dodge Ram 1500	12000
2004 GMC Yukon	Unknown
2004 GMC Yukon	5000
2004 GMC Truck	25000
2005 GMC Yukon	34504
2005 Chrysler T & C van	15000
1989 GMC K2500 PU	3900
2006 Ford F450 Fire Truck	40000
2007 Dodge 2500 Pickup	10000
2007 GMC 2500 Pickup	23000
1990 GMC 1 Ton Pickup	16000
1991 Beall Belly Dump trailer	Unknown
1991 Beall Belly Dump trailer	Unknown
1991 Beall Belly Dump trailer	Unknown
2006 Wheel Coach	89000
1983 GMC Fire Pickup	7500
1986 Chevrolet Fire Pickup	7500
1969 Dodge Fire Truck	5000
1983 Peterbuilt truck	20000
1992 Ford Truck	20000
1997 GMC Sierra	7500
1985 Chevrolet Pickup	7500
1985 Chevrolet Pickup	7500
1975 International Pickup	7500
1967 Jeep 1 ton	7500

2007 GMC Yukon	Unknown
1985 Chevrolet 1 Ton	7500
2006 Circle D Trailer	4300
2001 Kenworth T800	28000
2001 Kenworth T800	28000
2000 Kenworth T800	27500
2007 Dodge 2500 Pickup	10000
2007 Dodge 2500 Pickup	10000
2007 Ford Firetruck	25000
1999 GMC 1/2 Ton Pickup	10000
2001 Town and Country	15000
2008 Dodge 350 Pickup	33363
2008 Chevrolet Impala	Unknown
2008 Dodge 3500 Pickup	22500
Artie Cat ATV	Unknown
1971 Dodge 2 1/2 Ton Truck	7500
2008 GMC Yukon	22500
2008 GMC Yukon	22500
2008 Dodge Ram 3500	28400
2007 Felling Backhoe trailer	14250
1985 Autocar Snow Plow Truck	20000
1999 Ford F450 Bucket Truck	16000
2008 Ford F450 Fire Truck	40000
1983 GMC 4 1/2T Truck	7000
1985 GMC 4 1/2T Truck	7000
2008 Freightliner Ferrara	80000
2009 Chevrolet Tahoe	22500
2007 Dodge 1500 Pickup	10000
1996 Ford F150 Pickup	4000
1978 Chevrolet 1 Ton Pickup	10000
2000 GMC 2500 PU	20000
2010 Chevrolet Ambulance	100000
2010 Fastline Trailer	1275
1999 Chevrolet 1/2 Ton	5000
2001 Chevrolet 1/2 Ton	Unknown
2008 Mag. International	10000
2012 Dodge 2500 PU	31000
2011 Ford F550 Fire Truck	42000
2007 SiDump'r SDR325 trailer	37000
2013 Look 6x10 Encl. trailer	Unknown
2006 Ford F450 Super Duty	35000
1994 Freightliner FLO 120	30000
2013 Ford F150 PU	48000
2013 Chevrolet Tahoe	44000
2013 Freightliner Snowplow	209000
2013 Chevrolet 3/4 T PU	32500
2013 Chevrolet 3/4 T PU	32500
1995 Chevrolet C35 1 Ton PU	15000
2013 Dodge Ram 1500 PU	46700
2013 Dodge Ram 1500 PU	46700

2014 Ford F550 Fire Truck (DNRC)	70000
2015 Ford Explorer	34800
2014 Dodge Ram 3500 w/Spray Unit	43000
2014 XL110 CHDG Lowboy Trailer	78000
2015 Freightliner Snow Plow	213214
2015 Chevrolet 553-3 Ambulance	165500
2016 Dodge Ram 1500 PU	43000
1991 Polaris Quadrunner ATV	Unknown
1995 Polaris 300 CC ATV	Unknown
1992 Polaris 2x4 ATV	Unknown
2002 Suzuki ATV	Unknown
2008 Polaris ATV w/Spray Unit	10000
2009 Polaris ATV w/Spray Unit	10500
2010 Polaris ATV w/spray unit	11500
2012 Polaris ATV w/Spray unit	13500
2004 Honda ATV w/spray unit	Unknown
2006 Honda ATV w/ spray unit	Unknown
1992 BMY M934A2 Truck	10000

Appendix 5 – Road Information

UNPAVED ROADS

	Road Data					Proposed Improvements (check all that apply)				Blade	Gravel	Drainage	Widen	
Priority	Road Name	Quadrant/District	Condition	Length (mi)	Width (ft)	Blade	Gravel	Drainage	Widen	\$ 1.05	\$ 4.75	\$ 1.75	\$ 0.45	Cost
1	Savoy Rd	3	poor	8.3	24'	X	X	X		\$ 46,015.20	\$ 208,164.00	\$ 76,692.00		\$ 330,871.20
2	Cherry Ridge Rd	3	moderate	17.0	24'	X	X			\$ 94,248.00	\$ 426,360.00			\$ 520,608.00
3	Farnum Rd	1	poor	1.2	24'	X	X	X		\$ 6,652.80	\$ 30,096.00	\$ 11,088.00		\$ 47,836.80
4	Ekegren Rd	1	poor	4.1	24'	X	X	X		\$ 22,730.40	\$ 102,828.00	\$ 37,884.00		\$ 163,442.40
5	Merrill Rd	1	poor	3.0	24'	X	X	X		\$ 16,632.00	\$ 75,240.00	\$ 27,720.00		\$ 119,592.00
6	Madras Rd	3	moderate	1.0	24'	X	X			\$ 5,544.00	\$ 25,080.00			\$ 30,624.00
		Unpaved road total length: 34.6 miles											UNPAVED ROAD TOTAL COST	\$ 1,212,971.40

PAVED ROADS

	Road Data					Proposed Improvements (check all that apply)				Crack Seal	Patch	Drainage	Widen	
Priority	Road Name	Quadrant/District	Condition	Length (mi)	Width (ft)	Crack Seal	Patch	Drainage	Widen	\$ 3.25	\$ 9.50	\$ 2.25	\$ 2.25	Cost
1	Hogeland Rd	3	moderate	7.1	24'	X	X			\$121,836.00	\$356,136.00			\$477,972.00
2	Zurich Rd	2	Poor	1.8	24'	X	X			\$30,880.00	\$ 90,288.00			\$121,176.00
3	Stephens Rd	3	Poor	1.3	24'		X	X			\$65,208.00	\$15,444.00		\$80,652.00
4	Factory Rd	2	poor	0.8	24'		X	X			\$ 40,128.00	\$ 9,504.00		\$ 49,632.00
5	Zurich Park Rd	3	Crack seal	1.5	24'	X				\$25,740.00				\$25,740.00
6	Stockyard Rd	2	poor	0.5	24'	X	X	X		\$ 8,580.00	\$ 25,080.00	\$ 5,940.00		\$ 39,600.00
		Paved Roads Total Length 13.0 miles											PAVED ROADS TOTAL COST	\$794,772.00